2006-08 ACCESSORIES & EQUIPMENT

Keyless/Power Door Locks/Security System - Civic (All Except Hybrid)

COMPONENT LOCATION INDEX

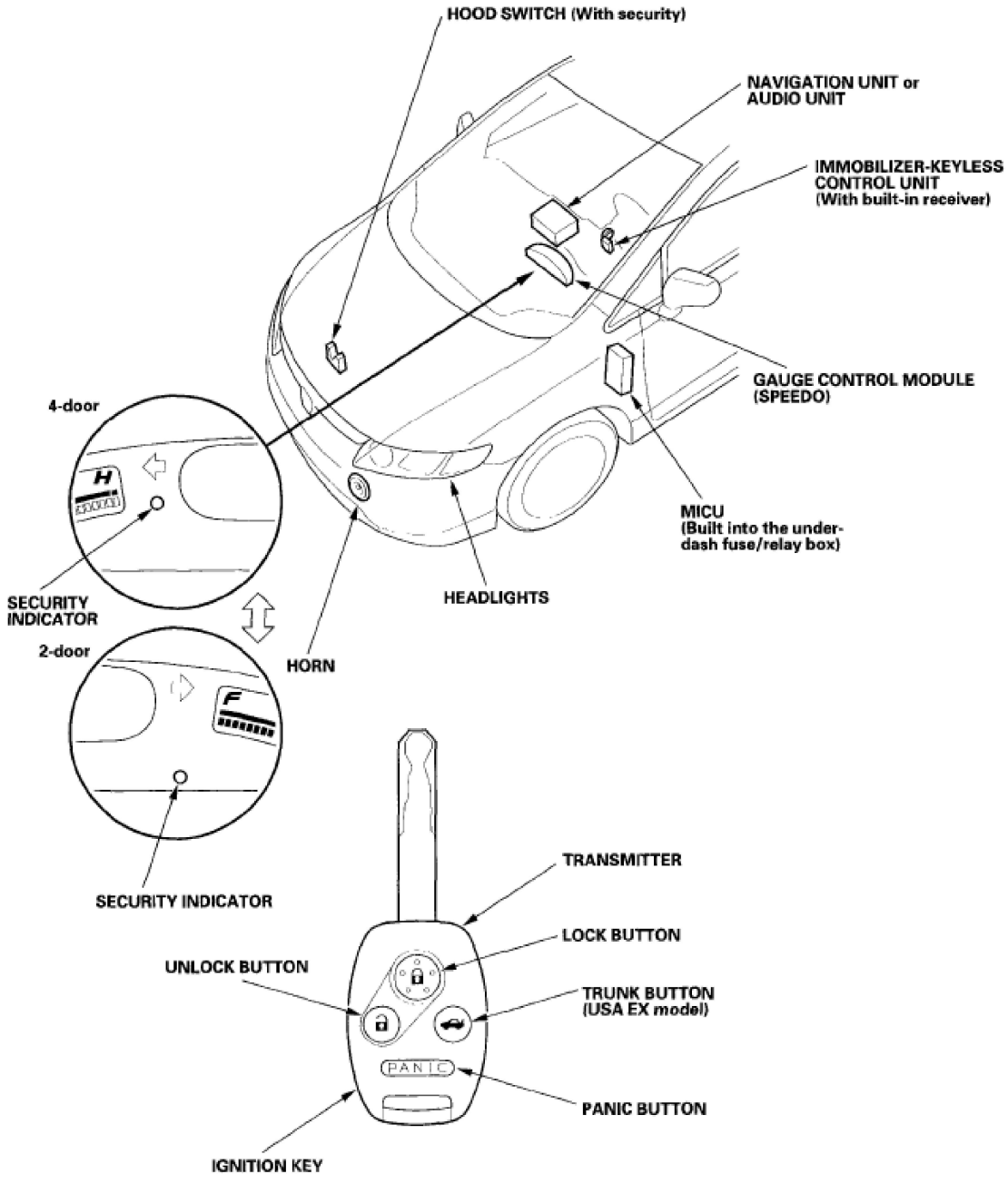


Fig. 1: Identifying Keyless/Power Door Locks/Security System Component Location (1 Of 3)

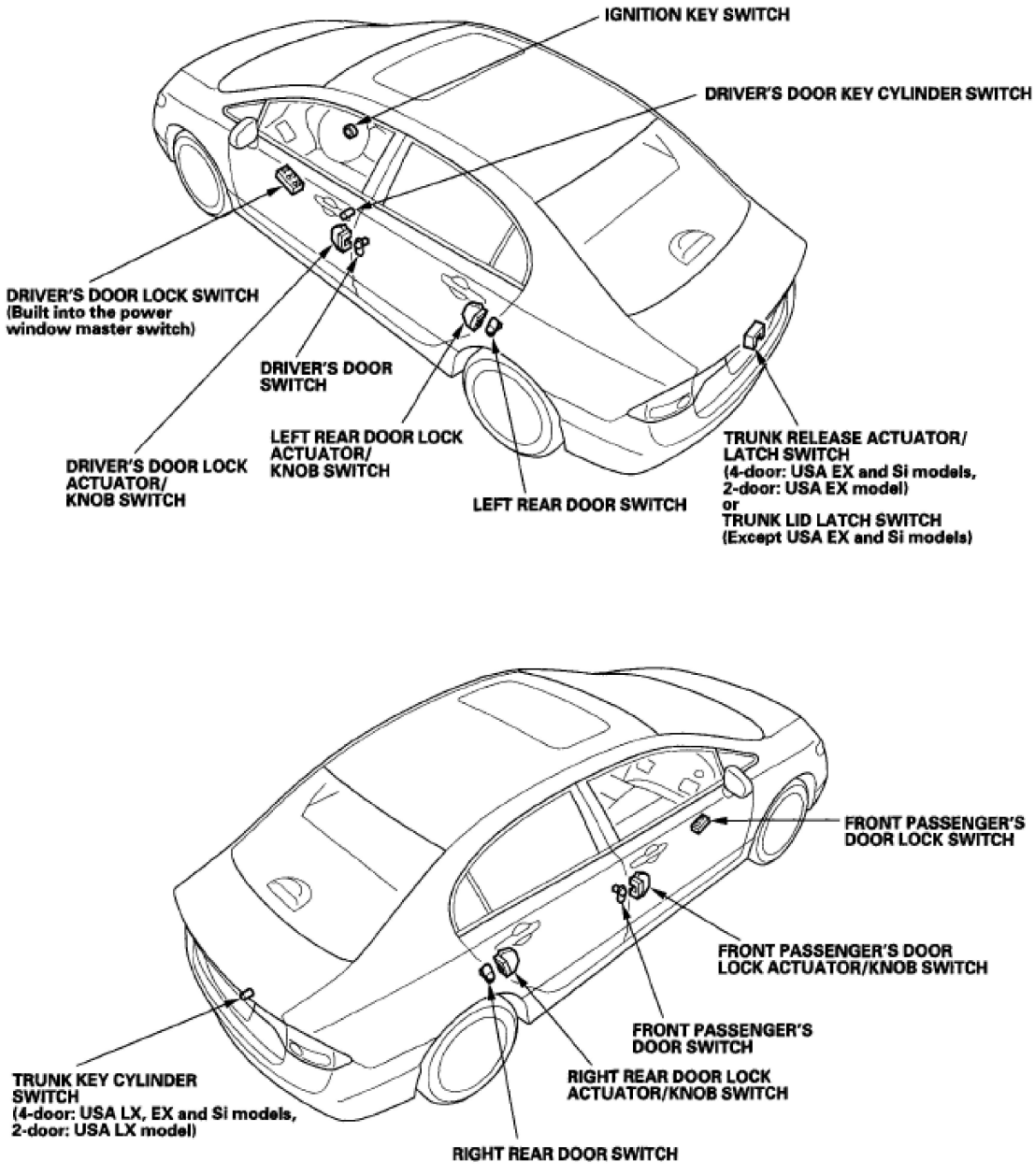
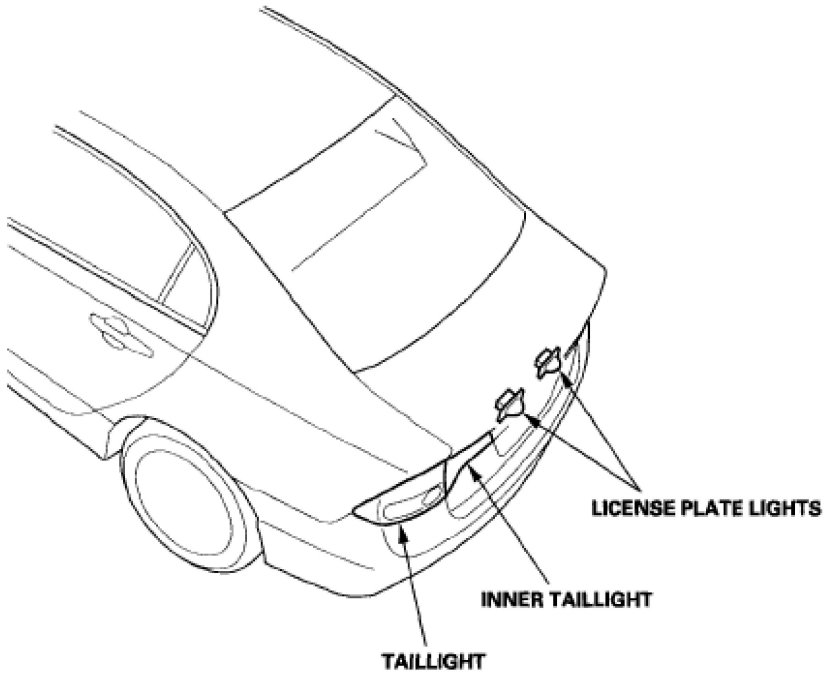

IGNITION KEY SWITCH
DRIVER'S DOOR KEY CYLINDER SWITCH
DRIVER'S DOOR LOCK SWITCH (Built into the power window master switch)
DRIVER'S DOOR SWITCH
LEFT REAR DOOR LOCK ACTUATOR/ KNOB SWITCH
DRIVER'S DOOR LOCK ACTUATOR/ KNOB SWITCH
LEFT REAR DOOR SWITCH
TRUNK RELEASE ACTUATOR/ LATCH SWITCH (4-door: USA EX and Si models, 2-door: USA EX model) or TRUNK LID LATCH SWITCH (Except USA EX and Si models)
FRONT PASSENGER'S DOOR LOCK SWITCH
FRONT PASSENGER'S DOOR LOCK ACTUATOR/KNOB SWITCH
FRONT PASSENGER'S DOOR SWITCH
RIGHT REAR DOOR LOCK ACTUATOR/KNOB SWITCH
TRUNK KEY CYLINDER SWITCH (4-door: USA LX, EX and Si models, 2-door: USA LX model)
RIGHT REAR DOOR SWITCH

Fig. 2: Identifying Keyless/Power Door Locks/Security System Component Location (2 Of 3)

4-door



2-door

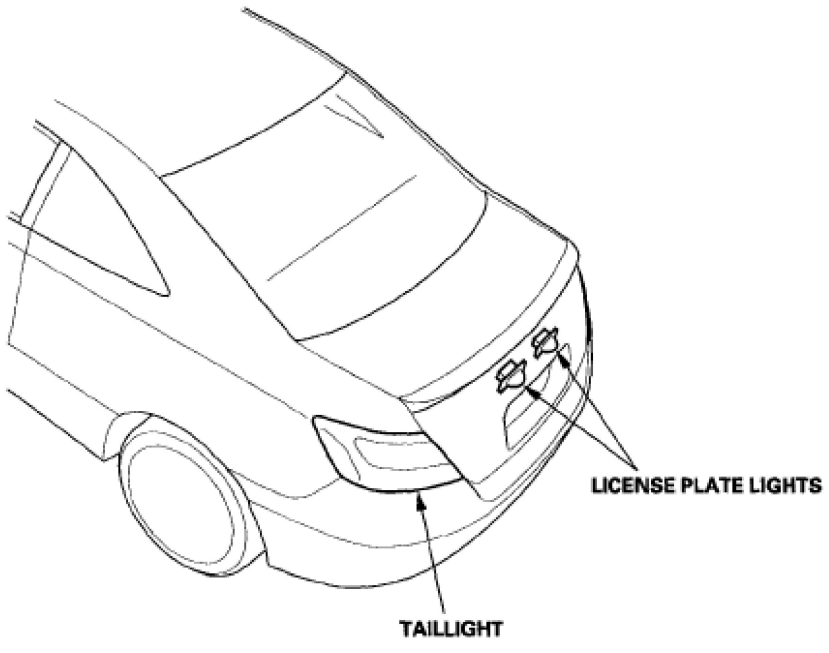


Fig. 3: Identifying Keyless/Power Door Locks/Security System Component Location (3 Of 3)

SYSTEM DESCRIPTION

SECURITY ALARM SYSTEM

NOTE: This applies to USA LX, EX and Si models.

The security alarm system is armed automatically after the doors, hood, and trunk are closed and locked. For the system to arm, the ignition switch must be off, the key must be removed from the ignition switch, and the MICU must receive signals that the doors, hood, and trunk are closed and locked. The alarm can be disarmed at any time by unlocking the driver's door with the key or pressing the UNLOCK button on the transmitter.

When everything is closed and locked, the only inputs that are grounded, and have 0 V, are the driver's door lock knob switch (LOCK position), and the audio unit or navigation unit (if equipped). In other words, all of the other switches are open, and have about 10 to 12 V, including the key cylinder switches. The security indicator in the gauge control module (speedo) begins to flash immediately after the vehicle is completely closed and locked, and 15 seconds later, the security system arms. If the security indicator does not flash, the system is not arming. A beep sounds and the parking lights flash to confirm the security alarm system is armed if the LOCK button is pressed a second time within 5 seconds.

If one of the switches is misadjusted or shorted internally, or there is a short in the circuit, the security system will not arm. As long as the control unit continues to receive a ground signal (0 V), it senses that the vehicle is not closed and locked, and the system will not arm. A switch that is slightly misadjusted can cause the alarm to sound for no apparent reason. In this case, a significant change in outside air temperature, the vibration of a passing truck, or someone bumping into the vehicle could cause the alarm to sound. There is no glass breakage or motion detector feature.

If anything is opened or improperly unlocked after the system is armed, the control unit receives a ground signal from that switch, and the 10 to 12 V reference drops to 0 V. If the audio unit or navigation unit (if equipped) is disconnected, the input loses its ground, and the input voltage goes to 10 to 12 V. The system sounds the alarm when any of these occur:

- A door or the trunk is forced open.

- A door is unlocked without using the key or the transmitter.
- The hood is opened.
- The audio unit or navigation unit (if equipped) is disconnected.
- The transmitter PANIC button is pressed.

When the system sounds the alarm, the horn sounds and the exterior lights flash for 2 minutes. The alarm can be stopped at any time by unlocking the driver's door with the key or by pressing any button on the transmitter.

PANIC MODE

The panic mode sounds the alarm in order to attract attention. When the PANIC button on the transmitter is pressed and held for 2 seconds, the horn sounds and the exterior lights flash for about 20 seconds.

The panic mode can be cancelled at anytime by pressing any button on the transmitter or by turning the ignition switch ON (II). The panic mode will not function if the ignition switch is ON (II).

KEYLESS ENTRY SYSTEM

The keyless entry system is integrated with the multiplex integrated control system. The multiplex integrated control unit (MICU) receives LOCK, UNLOCK and PANIC signals from the immobilizer-keyless control unit (keyless receiver).

The keyless entry system allows you to lock and unlock the vehicle with the transmitter. When you press the LOCK button, all doors lock. When you press the UNLOCK button once, only the driver's door unlocks. The other doors will unlock when you press the button a second time. The doors will not lock with the transmitter if a door is not fully closed, or if the key is in the ignition switch.

When the switch for the ceiling light is in the center (DOOR) position, it will come on when the UNLOCK button is pressed. If a door is not opened, the light will go off in about 30 seconds, and the doors will relock. If the doors are locked with the transmitter within 30 seconds, the light will go off immediately.

CIRCUIT DIAGRAM

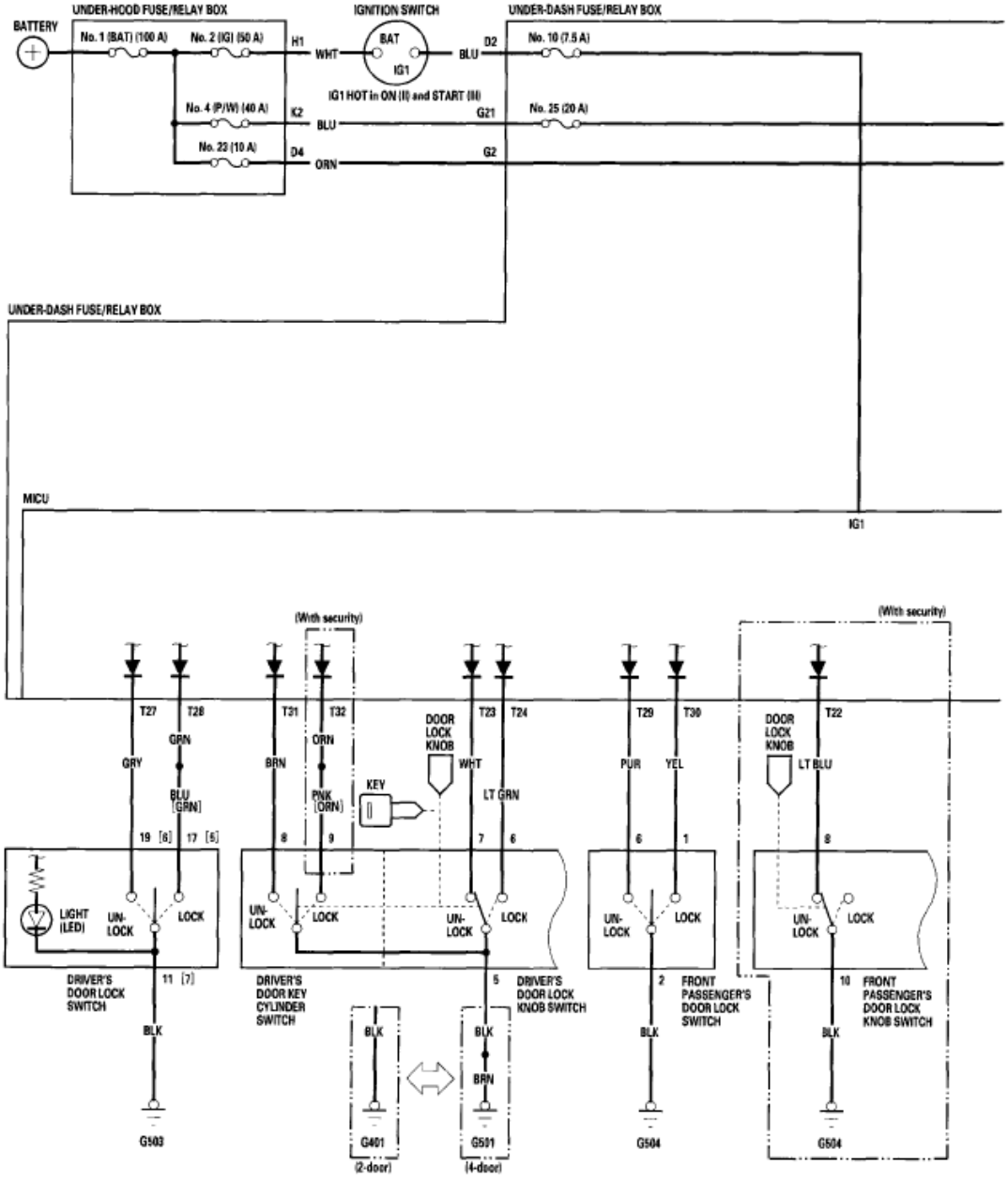


Fig. 4: Keyless/Power Door Locks/Security System - Circuit Diagram (1 Of 4)

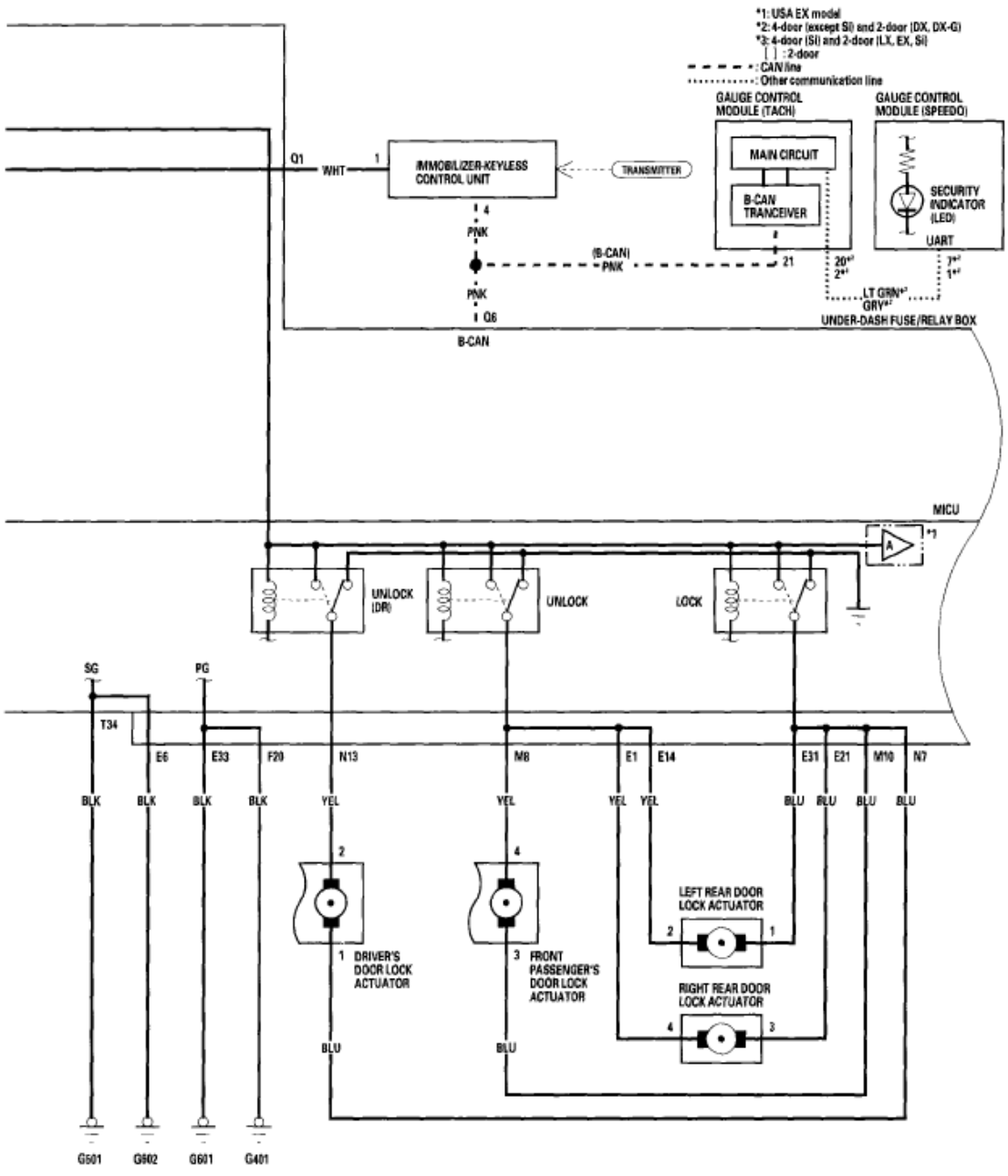


Fig. 5: Keyless/Power Door Locks/Security System - Circuit Diagram (2 Of 4)

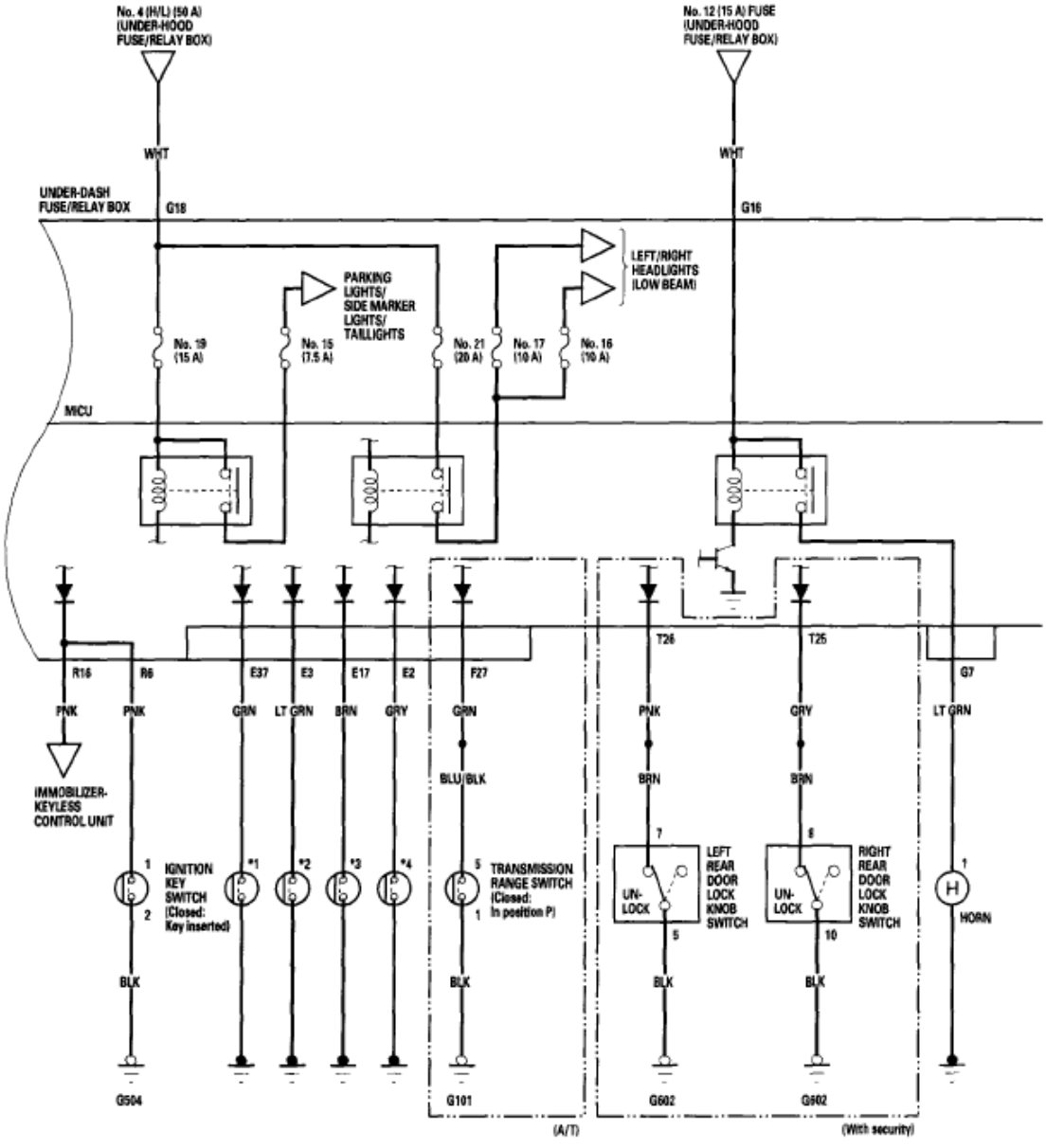


Fig. 6: Keyless/Power Door Locks/Security System - Circuit Diagram (3 Of 4)

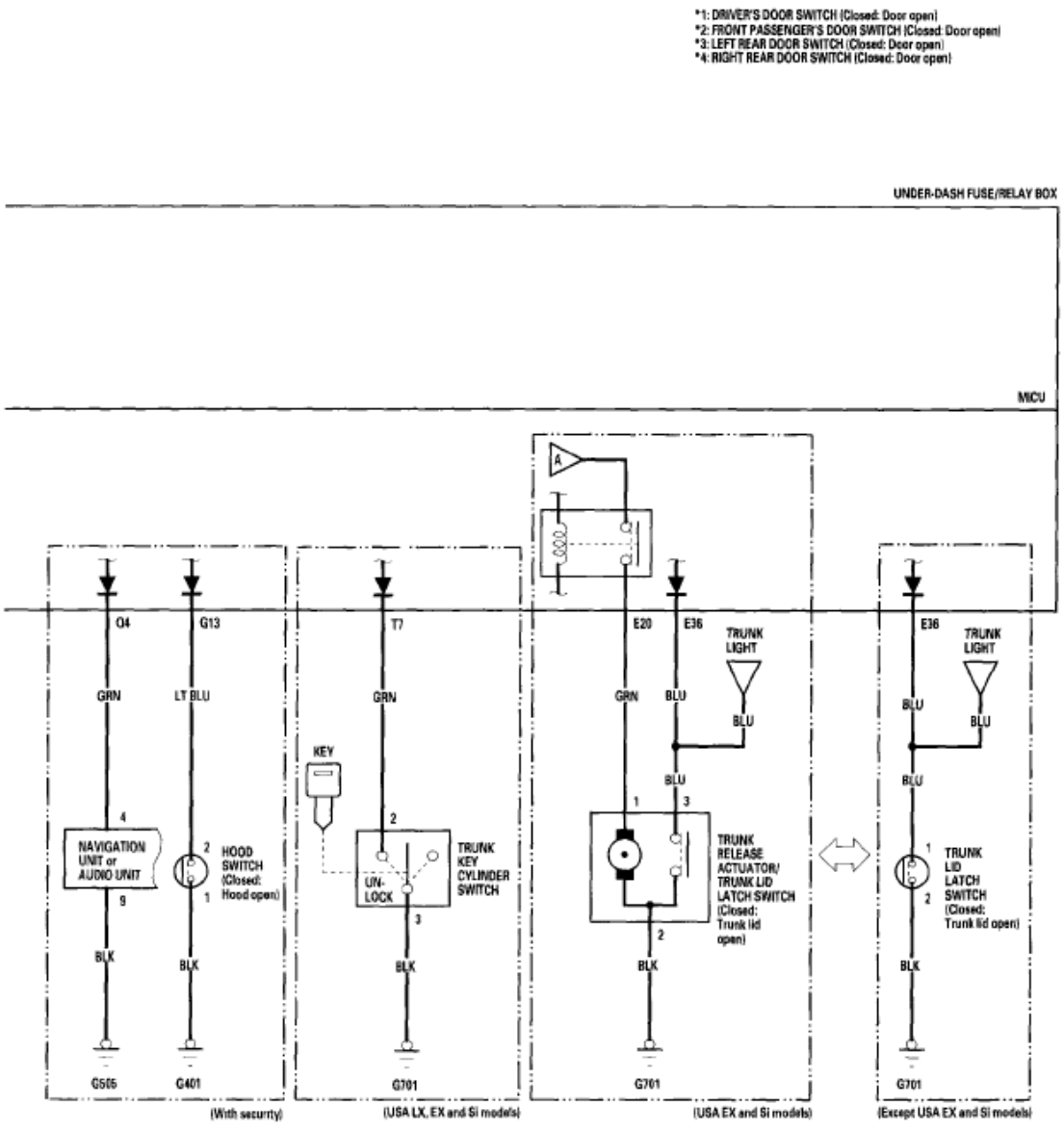


Fig. 7: Keyless/Power Door Locks/Security System - Circuit Diagram (4 Of 4)

DTC TROUBLESHOOTING

DTC B1026: FRONT PASSENGER'S DOOR LOCK SWITCH SIGNAL ERROR

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch OFF, and then back ON (II).
3. Operate the front passenger's door lock switch several times.
4. Check for DTCs with the HDS.

   Is DTC B1026 indicated?

   YES - Go to step 5.

   NO - Intermittent failure. The front passenger's door lock system is OK at this time.

5. With the front passenger's door lock switch in the neutral position, select KEYLESS from the HDS and enter the DATA LIST.
6. Check the ON/OFF information of the FRONT PASSENGER'S DOOR LOCK SWITCH (LOCK) and FRONT PASSENGER'S DOOR LOCK SWITCH (UNLOCK) in the DATA LIST.

   Are both information indicators OFF?

   YES - Go to step 12.

   NO - Go to step 7.

7. Disconnect the front passenger's power window switch 8P connector.
8. Check the ON/OFF information of the FRONT PASSENGER'S DOOR LOCK SWITCH (LOCK) and FRONT PASSENGER'S DOOR LOCK SWITCH (UNLOCK) in the DATA LIST.

   Are both information indicators OFF?

   YES - Faulty door lock switch; replace the front passenger's power window switch.

   NO - Go to step 9.

9. Turn the ignition switch OFF.

10. Disconnect the under-dash fuse/relay box connector T(34P).
11. Check for continuity between the No. 1 (UNLOCK) and No. 6 (LOCK) terminals of the front passenger's power window switch 8P connector and body ground.

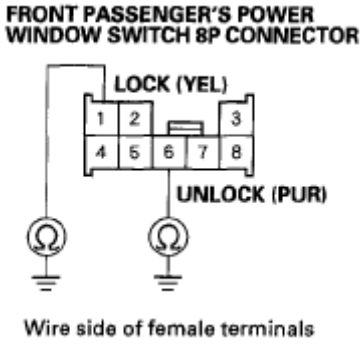


Fig. 8: Checking Continuity Between Front Passenger Power Window Switch 8P Connector Terminals And Body Ground

Is there continuity?

YES - Repair a short in the LOCK or UNLOCK wire.

NO - Faulty MICU, replace the under-dash fuse/relay box.

12. Turn the ignition switch OFF.
13. Disconnect the front passenger's window switch 8P connector.
14. Disconnect under-dash fuse/relay box connector T (34P).
15. Check for continuity between the No. 1 (UNLOCK) and No. 6 (LOCK) terminals of the front passenger's power window switch 8P connector.

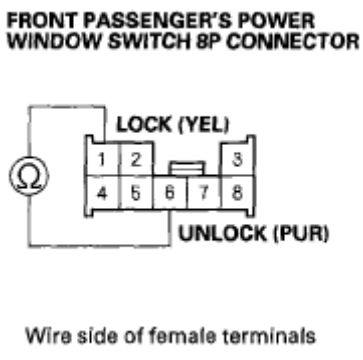


Fig. 9: Checking Continuity Between Terminals Of Front Passenger Power Window Switch 8P Connector

Is there continuity?

YES - Repair a short in the wire between the LOCK and UNLOCK wires.

NO - Substitute a known-good passenger's window master switch, and recheck. If the symptom/indication goes away, replace the original passenger's window switch. If not, the MICU is faulty, replace the under-dash fuse/relay box.

DTC B1127: DRIVER'S DOOR KEY CYLINDER SWITCH SIGNAL ERROR

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch OFF, and then back ON (II)
3. Insert the ignition key into the driver's door key cylinder switch, and turn the key in LOCK and UNLOCK positions ten times.
4. Check for DTCs with the HDS.

   Is DTC B1127 indicated?

   YES - Go to step 5.

   NO - Intermittent failure. The driver's door key cylinder switch system is OK at this time.

5. With the driver's door key cylinder in the neutral position, select KEYLESS with the HDS, and enter the DATA LIST.
6. Check the ON/OFF information of the DRIVER'S DOOR KEY CYLINDER SWITCH (LOCK) and DRIVER'S DOOR KEY CYLINDER SWITCH (UNLOCK) in the DATA LIST.

Are both information indicators OFF?

YES - Go to step 12.

NO - Go to step 7.

7. Disconnect the driver's door lock actuator 10P connector.
8. Check the ON/OFF information of the DRIVER'S DOOR KEY CYLINDER SWITCH (LOCK) and DRIVER'S DOOR KEY CYLINDER SWITCH (UNLOCK) in the DATA LIST.

Are both information indicators OFF?

YES - Faulty driver's door key cylinder switch; replace the driver's door lock actuator.

NO - Go to step 9.

9. Turn the ignition switch OFF.
10. Disconnect the under-dash fuse/relay box connector T(34P).
11. Check for continuity between the No. 31 (UNLOCK) and No. 32 (LOCK) terminals of the under-dash fuse/relay box connector T (34P) and body ground.

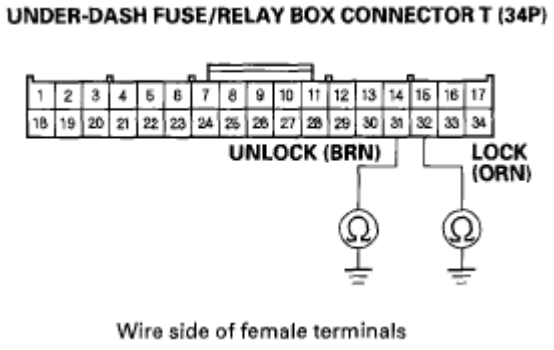

UNDER-DASH FUSE/RELAY BOX CONNECTOR T (34P)
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17
18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34
UNLOCK (BRN)
LOCK (ORN)
Wire side of female terminals

Fig. 10: Checking Continuity Between No. 31 And No. 32 Terminals Of Under-Dash Fuse/Relay Box Connector T (34P) And Body Ground

Is there continuity?

YES - Faulty MICU, replace the under-dash fuse/relay box.

NO - Go to step 12.

12. Turn the ignition switch OFF.
13. Disconnect the driver's door lock actuator 10P connector.
14. Disconnect under-dash fuse/relay box connector T (34P).
15. Check for continuity between the No. 31 (UNLOCK) and No. 32 (LOCK) terminals of the under-dash fuse/relay box connector T (34P).

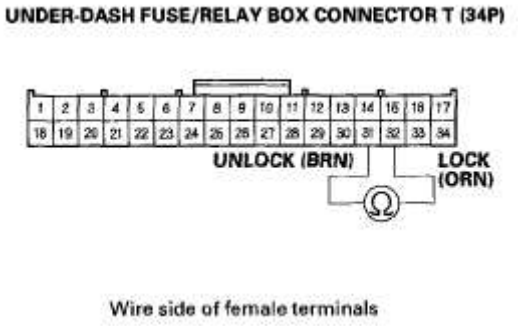

UNDER-DASH FUSE/RELAY BOX CONNECTOR T (34P)
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17
18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34
UNLOCK (BRN)
LOCK (ORN)
Ω
Wire side of female terminals

Fig. 11: Checking Continuity Between No. 31 And No. 32 Terminals Of Under-Dash Fuse/Relay Box Connector T (34P)

Is there continuity?

YES - Repair a short in the wire between the LOCK and UNLOCK wires.

NO - Substitute a known-good MICU, and recheck. If the symptom/indication goes away, replace the original MICU, if not, replace the driver's door lock actuator.

DTC B1128: DRIVER'S DOOR LOCK SWITCH SIGNAL ERROR

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch OFF, and then back ON (II).
3. Operate the driver's door lock switch LOCK/UNLOCK several times.

4. Check for DTCs with the HDS.

   Is DTC B1128 indicated?

   YES - Go to step 5.

   NO - Intermittent failure. The driver's door lock system is OK at this time.

5. With the driver's door lock switch in the neutral position, select KEYLESS from the HDS and enter the DATA LIST.
6. Check the ON/OFF information of the DRIVER'S DOOR LOCK SWITCH (LOCK) and DRIVER'S DOOR LOCK SWITCH (UNLOCK) in the DATA LIST.

   Are both information indicators OFF?

   YES - Go to step 12.

   NO - Go to step 7.

7. Disconnect the driver's power window switch 22P (16P)* connector.

   *: 2-door

8. Check the ON/OFF information of the DRIVER'S DOOR LOCK SWITCH (LOCK) and DRIVER'S DOOR LOCK SWITCH (UNLOCK) in the DATA LIST.

   Are both information indicators OFF?

   YES - Faulty door lock switch; replace the driver's power window switch.

   NO - Go to step 9.

9. Turn the ignition switch OFF.
10. Disconnect the under-dash fuse/relay box connector T(34P).
11. Check for continuity between the No. 28 (LOCK) and No. 27 (UNLOCK) terminals of the under-dash fuse/relay box connector T (34P) and body ground.

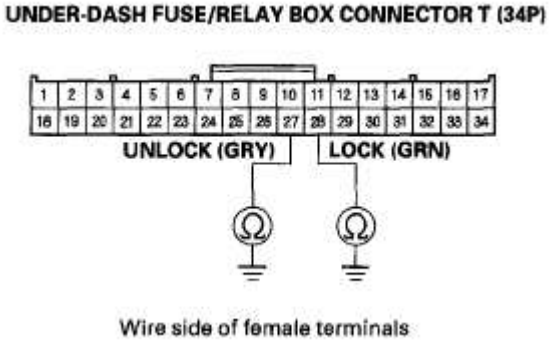

UNDER-DASH FUSE/RELAY BOX CONNECTOR T (34P)
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17
18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34
UNLOCK (GRY)
LOCK (GRN)
Wire side of female terminals

Fig. 12: Checking Continuity Between Terminals Of Under-Dash Fuse/Relay Box Connector T (34P) And Body Ground

Are there continuity?

YES - Repair a short in the LOCK or UNLOCK wire.

NO - Faulty MICU, replace the under-dash fuse/relay box.

12. Turn the ignition switch OFF.
13. Disconnect the power window master switch 22P (16P)* connector.

    *: 2-door

14. Disconnect under-dash fuse/relay box connector T (34P).
15. Check for continuity between the No. 28 (LOCK) and No. 27 (UNLOCK) terminals of the under-dash fuse/relay box connector T (34P).

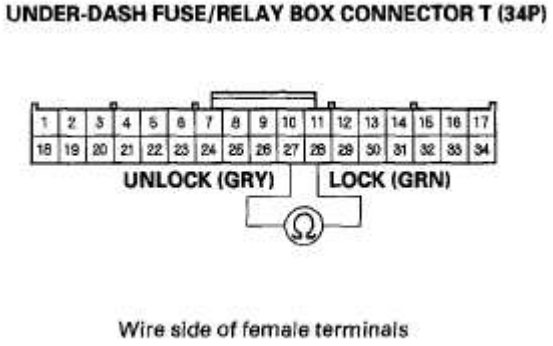

UNDER-DASH FUSE/RELAY BOX CONNECTOR T (34P)
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17
18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34
UNLOCK (GRY)
LOCK (GRN)
Wire side of female terminals

Fig. 13: Checking Continuity Between No. 28 And 27 Terminals Of Under-Dash Fuse/Relay Box Connector T (34P)

Is there continuity?

YES - Repair a short in the wire between the LOCK and UNLOCK wires.

NO - Substitute a known-good power window master switch, and recheck. If the symptom/indication goes away, replace the original power window master switch. If not, the MICU is faulty, replace the under-dash fuse/relay box.

DTC B1129: DRIVER'S DOOR LOCK KNOB SWITCH SIGNAL ERROR

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch OFF, and then back ON (II).
3. Operate the driver's door lock knob switch several times.
4. Check for DTCs with the HDS.

Is DTC B1129 indicated?

YES - Go to step 5.

NO - Intermittent failure. The driver's door lock knob switch system is OK at this time.

5. Select KEYLESS from the BODY ELECTRICAL menu, and enter the DATA LIST.
6. Check the ON/OFF information of the DRIVER'S DOOR LOCK KNOB SWITCH (LOCK) and the DRIVER'S DOOR LOCK KNOB SWITCH (UNLOCK).

Does the DRIVER'S DOOR LOCK KNOB SWITCH (LOCK) information indicator ON and DRIVER'S DOOR LOCK KNOB SWITCH (UNLOCK) information indicator OFF with the driver's door lock knob switch in LOCK position, and does the DRIVER'S DOOR LOCK KNOB SWITCH (LOCK)

information indicator OFF and DRIVER'S DOOR LOCK KNOB SWITCH (UNLOCK) information indicator ON with the driver's door lock knob switch in UNLOCK position?

YES - Faulty MICU, replace the under-dash fuse/relay box.

NO - Go to step 7.

7. Disconnect the driver's door lock actuator 10P connector.
8. Check the ON/OFF information of the DRIVER'S DOOR LOCK KNOB SWITCH (LOCK) and DRIVER'S DOOR LOCK KNOB SWITCH (UNLOCK) in the DATA LIST.

   Are both information indicators OFF?

   YES - Check for an open in the driver's door lock knob switch (LOCK) wire or the driver's door lock knob switch (UNLOCK) wire between the MICU and the driver's door lock knob switch. If OK, replace the driver's door lock actuator.

   NO - Go to step 9.

9. Turn the ignition switch OFF.
10. Disconnect the under-dash fuse/relay box connector T(34P).
11. Check for continuity between the No. 23 (UNLOCK) and No. 24 (LOCK) terminals of the under-dash fuse/relay box connector T (34P) and body ground.

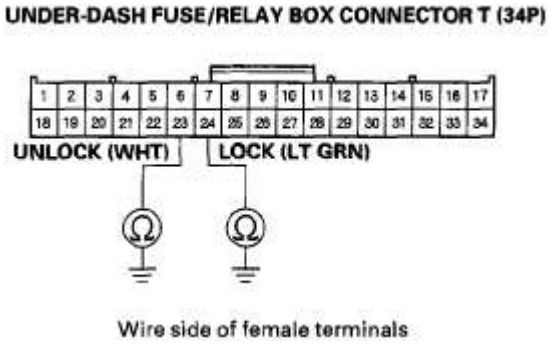

UNDER-DASH FUSE/RELAY BOX CONNECTOR T (34P)
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17
18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34
UNLOCK (WHT)
LOCK (LT GRN)
Wire side of female terminals

Fig. 14: Checking Continuity Between Terminals Of Under-Dash Fuse/Relay Box Connector T (34P) And Body Ground

Is there continuity?

YES - Repair a short in the LOCK or UNLOCK wire.

NO - Go to step 12.

12. Check for continuity between the No. 23 (UNLOCK) and No. 24 (LOCK) terminals of the under-dash fuse/relay box connector T (34P).

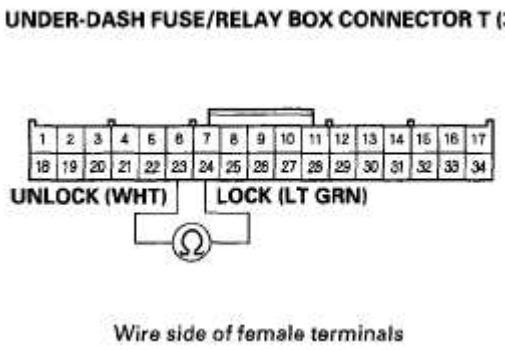

UNDER-DASH FUSE/RELAY BOX CONNECTOR T (34P)
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17
18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34
UNLOCK (WHT)
LOCK (LT GRN)
Wire side of female terminals

Fig. 15: Checking Continuity Between No. 23 And No. 24 Terminals Of Under-Dash Fuse/Relay Box Connector T (34P)

Is there continuity?

YES - Repair a short in the wire between the LOCK wire and UNLOCK wire.

NO - Faulty MICU, replace the under-dash fuse/relay box.

SYMPTOM TROUBLESHOOTING

POWER DOOR LOCKS/KEYLESS

1. If the door lock system works properly, but the keyless operation does not, refer to the immobilizer-keyless control unit symptom troubleshooting information (see **SYMPTOM TROUBLESHOOTING INFORMATION**).

NOTE: The door lock system does not function when:

- Any of the doors is open.
- Ignition key is in the ignition key switch.

- Ignition switch is ON (II).

SYMPTOM TROUBLESHOOTING CHART

No.	Symptom	Check Items
1	The doors will not lock or unlock.(1)	• MICU input test (see **MICU INPUT TEST**) • Driver's door key cylinder switch test (see **DOOR KEY CYLINDER SWITCH TEST**) • Door lock switch test (see **DOOR LOCK SWITCH TEST**) • Door lock knob switch test (see **DOOR LOCK KNOB SWITCH TEST**)
2	The doors will not lock. (1)	• MICU input test (see **MICU INPUT TEST**) • Door lock knob switch test (see **DOOR LOCK KNOB SWITCH TEST**) • Driver's door switch test (check the door switch ON/OFF information with the HDS)
3		• MICU input test (see **MICU INPUT TEST**) • Door lock knob switch test (see **DOOR LOCK KNOB SWITCH**

	The doors will not unlock.(1)	**TEST**) • Door switch test (check the door switch ON/OFF information with the HDS)
4	**KEYLESS OPERATION DOES NOT WORK (LOCK, UNLOCK, PANIC)**.	
5	**DOORS WILL NOT UNLOCK WITH THE TRANSMITTER, BUT WILL UNLOCK WITH THE DOOR SWITCH**.	
6	**DOORS WILL NOT LOCK WITH THE TRANSMITTER, BUT WILL LOCK WITH THE DOOR SWITCH**.	
7	**DOORS AUTOMATICALLY RELOCK AFTER BEING UNLOCKED WITH THE TRANSMITTER EVEN THOUGH A DOOR HAS BEEN OPENED**.	
8	**THE HORN DOES NOT SOUND WHEN PANIC BUTTON ON THE TRANSMITTER PRESSED (USA ONLY)**.	
9	Keyless operation will work even though the ignition key is in the ignition switch.	Ignition key switch test (see **IGNITION KEY SWITCH TEST**).
(1) If only one door is not working properly, check that door's lock actuator first, then check the other items listed in this table.		

KEYLESS OPERATION DOES NOT WORK (LOCK, UNLOCK, PANIC)

NOTE:

- **Before troubleshooting, check the B-CAN DTCs. If any DTC is indicated, troubleshoot the indicated DTC first.**
- **Before troubleshooting, do the keyless transmitter test (see TRANSMITTER TEST/REPLACEMENT).**

1. Turn the ignition switch ON (II).
2. Try to start the engine.

   Does the engine start?

   YES - The immobilizer system is OK, go to step 3.

   NO - Go to the immobilizer symptom troubleshooting (see **SYMPTOM TROUBLESHOOTING**).

3. Turn the ignition switch OFF.
4. Connect the HDS to the data link connector.
5. Close all doors, then turn the ignition switch ON (II).
6. Enter the BODY ELECTRICAL menu, and check the door switch parameters.

   Do all door switches indicate OFF?

   YES - Go to step 6.

   NO - Faulty door switch, or shorted door switch wire. Repair as necessary.

7. Remove the ignition key from the ignition switch.
8. Disconnect the immobilizer-keyless control unit 7P connector.
9. Check for voltage between the immobilizer-keyless control unit 7P connector No. 1 terminal and body ground.

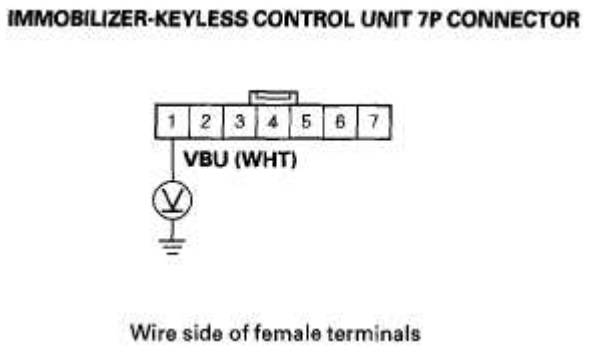


Fig. 16: Checking Voltage Between Immobilizer-Keyless Control Unit 7P Connector No. 1 Terminal And Body Ground

Is there battery voltage?

YES - Go to step 10.

NO - Check the No. 23 (10 A) fuse in the under-hood fuse/relay box. If the fuse is blown, replace the fuse and repair a short to ground in the wire. If the fuse is OK, repair an open in the wire.

10. Disconnect the ignition key switch 6P connector.
11. At the ignition key switch side, check for continuity between the ignition key switch 6P connector No. 1 and No. 2 terminals.

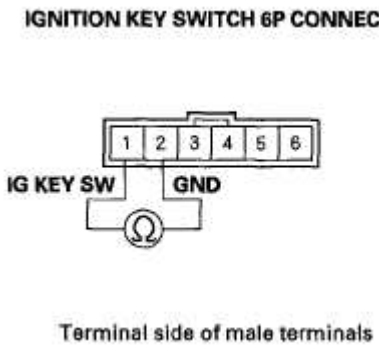


Fig. 17: Checking Continuity Between Ignition Key Switch 6P Connector No. 1 And No. 2 Terminals

Is there continuity?

YES - Faulty ignition key switch or short to ground, replace the steering lock assembly.

NO - Go to step 12.

12. Insert the ignition key into the ignition switch.
13. At the ignition key switch side, check for continuity between the ignition key switch 6P connector No. 1 and No. 2 terminals.

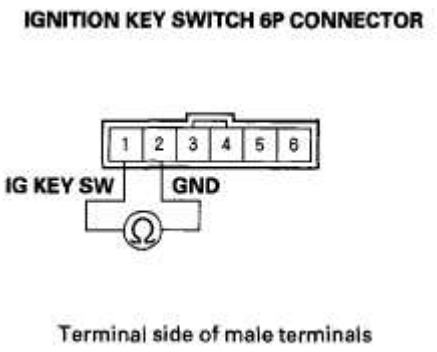


Fig. 18: Checking Continuity Between Ignition Key Switch 6P Connector No. 1 And No. 2 Terminals

Is there continuity?

YES - Go to step 14.

NO - Faulty ignition key switch, replace the steering lock assembly.

14. Check for continuity between the immobilizer-keyless control unit 7P connector No. 6 terminal and the ignition key switch 6P connector No. 1 terminal.

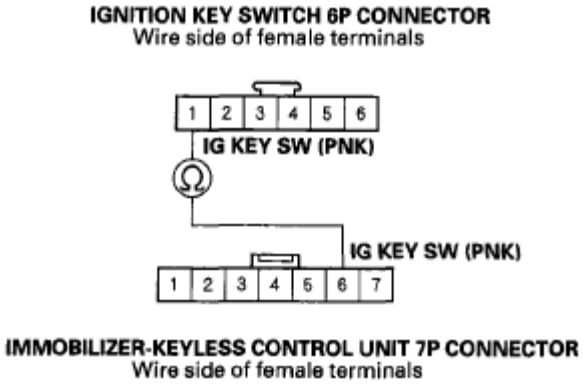

IGNITION KEY SWITCH 6P CONNECTOR
Wire side of female terminals
1 2 3 4 5 6
IG KEY SW (PNK)
IG KEY SW (PNK)
1 2 3 4 5 6 7
IMMOBILIZER-KEYLESS CONTROL UNIT 7P CONNECTOR
Wire side of female terminals

Fig. 19: Checking Continuity Between Immobilizer-Keyless Control Unit 7P Connector No. 6 Terminal And Ignition Key Switch 6P Connector No. 1 Terminal

Is there continuity?

YES - Go to step 15.

NO - Repair an open in the wire.

15. Check for continuity between the immobilizer-keyless control unit 7P connector No. 6 terminal and body ground.

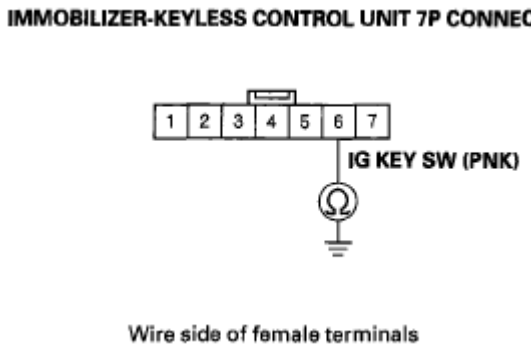


Fig. 20: Checking Continuity Between Immobilizer-Keyless Control Unit 7P Connector No. 6 Terminal And Body Ground

Is there continuity?

YES - Repair a short to ground in the wire.

NO - Replace the immobilizer-keyless control unit.

DOORS WILL NOT UNLOCK (OR LOCK) WITH THE TRANSMITTER, BUT WILL UNLOCK (LOCK) WITH THE DOOR SWITCH

NOTE: Before troubleshooting, check the B-CAN DTCs. If any DTC is indicated, troubleshoot the indicated DTC first.

1. Turn the ignition switch OFF.
2. Remove the ignition key from the ignition switch.
3. Close and lock the doors.
4. Try to lock/unlock the doors with the keyless transmitter.

Do the door lock actuators work normally?

YES - Intermittent failure. The system is OK at this time.

NO - Go to step 5.

5. Open the driver's door.

   Does the key-in reminder chime sound?

   YES - Faulty ignition key switch, or short to ground on the ignition switch PNK wire. Repair as necessary.

   NO - Go to step 6.

6. Do the transmitter test (see **TRANSMITTER TEST/REPLACEMENT**).

   Is the transmitter OK?

   YES - Substitute a known-good MICU and recheck.

   NO - Replace the transmitter.

THE HORN DOES NOT SOUND WHEN THE PANIC BUTTON ON THE TRANSMITTER IS PRESSED

NOTE: Before troubleshooting, check the B-CAN DTCs. If any DTC is indicated, troubleshoot the indicated DTC first.

1. Press the PANIC button.

   Does the horn sound?

   YES - Go to step 3.

   NO - Go to step 2.

2. Press the horn button.

   Does the horn sound?

   YES - Go to step 3.

NO - Check the horn circuit.

3. Turn the headlight switch ON.

   Do the headlights come on?

   YES - Go to step 4.

   NO - Check the lighting circuit.

4. Do the transmitter test (see **TRANSMITTER TEST/REPLACEMENT**).

   Is the transmitter OK?

   YES - Substitute a known-good MICU and recheck.

   NO - Replace the transmitter.

DOORS AUTOMATICALLY RELOCK AFTER BEING UNLOCKED WITH THE TRANSMITTER EVEN THOUGH A DOOR HAS BEEN OPENED

1. Turn the ceiling light switch in DOOR position.
2. Turn the ignition switch ON (II).
3. Close all doors.
4. Watch the ceiling light and the door indicator on the gauge control module.

   Does the ceiling light and door indicator go off?

   YES - Go to step 5.

   NO - Repair a short to ground in the wire between the MICU and door switch.

5. Open and close each door one at a time.
6. Watch the ceiling light and the door indicator on the gauge control module.

   Does the ceiling light and door indicator come on when the door is open, and go off when the door is closed?

YES - Substitute a known-good MICU and recheck. If the symptom goes away, replace the original MICU.

NO - Repair an open in the wire between the MICU and the door switch. If the wire is OK, faulty the door switch, replace the door lock actuator assembly.

TRIPPED SENSOR HISTORY

The security system stores information on the last tripped sensor if the security system has been violated. The information can be retrieved using the HDS.

To retrieve the last tripped sensor data:

1. Select HISTORY DATA from the security system test mode menu.
2. Select CURRENT DATA.
3. Confirm that the VIN matches the Vehicle then press the enter button.
4. Scroll through the data ist.
    - Sensors that were violated will indicate DETECT.
    - Sensors the were not violated will indicated NONE.
5. Inspect the DETECT circuit for:
    - Misadjusted or damaged switch.
    - Loose or corroded connections.
    - Intermittent short to ground.

MICU INPUT TEST

1. Before troubleshooting the keyless/poor door locks/security system, troubleshoot the B-CAN System Diagnosis Test Mode A (see **TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A**).
2. Check the No. 10 (7.5 A) and No. 25 (20 A) fuses in the under-dash fuse/relay box. If any fuse is blown, replace it and go to step 3.
3. Disconnect the under-dash fuse/relay box connectors E, F, G, M, N, Q, R, and T.

NOTE: All connector views are wire side of female terminals.

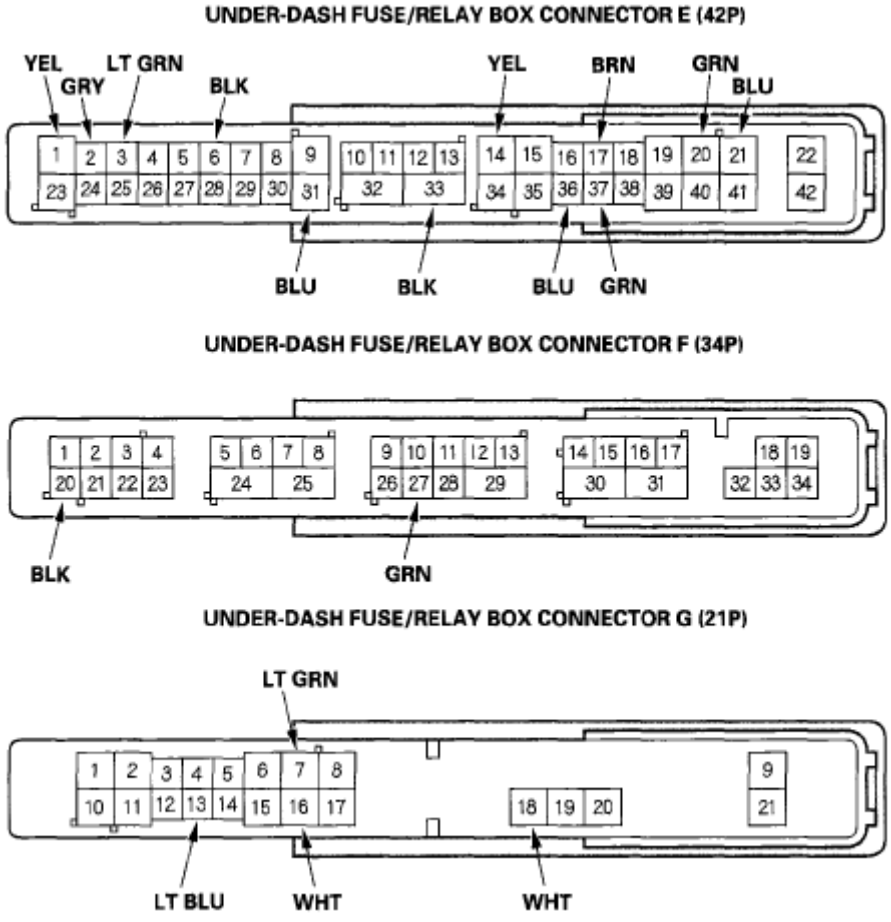


Fig. 21: Identifying Under-Dash Fuse/Relay Box Connector Terminals (1 Of 2)

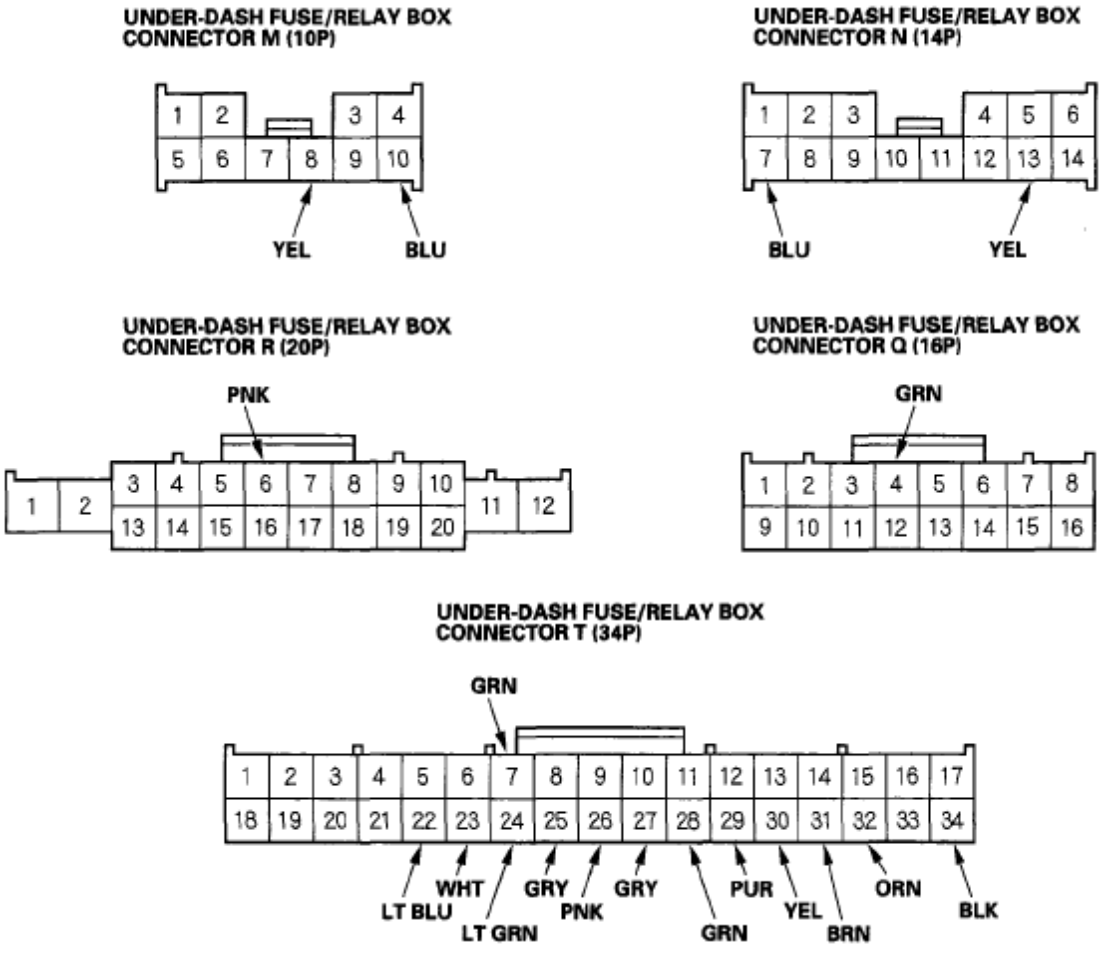


Fig. 22: Identifying Under-Dash Fuse/Relay Box Connector Terminals (2 Of 2)

4. Inspect the connector and socket terminals to be sure they are all making good contact.
   - If the terminals are bent, loose or corroded, repair them as necessary and recheck the system.
   - If the terminals look OK, go to step 5.
5. With the connector still disconnected, make these input tests at the appropriate connector.
   - If any test indicates a problem, find and correct the cause, then recheck the system.
   - If all the input tests prove OK, go to step 6.

MICU INPUT TEST (CONNECTORS DISCONNECTED)

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
G16	WHT	Under all conditions	Check for voltage to ground: There should be battery voltage.	• Blown No. 12 (15 A) fuse in the under-hood fuse/relay box • An open in the wire
G18	WHT	Under all conditions	Check for voltage to ground: There should be battery voltage.	• Blown No. 4 (50 A) fuse in the under-hood fuse/relay box • An open in the wire
G7	LTGRN	Under all conditions	Connect G16 and G7 terminals with a jumper wire momentarily: The horn should sound.	• Poor ground (body ground) • Blown No. 12 (15 A) fuse in the under-hood fuse/relay box • Faulty horn • An open in the wire
E20	GRN	Under all conditions	Connect G2 and E20 terminals with a jumper wire: The trunk release actuator should work (Trunk lid should open).	• Poor ground (G701) • Faulty trunk release actuator • An open in the wire
			Connect battery power	• Faulty driver's

N7	BLU	Under all conditions	to the N13 terminal and ground the N7 terminal momentarily: The driver's door lock actuator should lock.	door lock actuator • An open in the wire
N13	YEL			
M8	YEL	Under all conditions	Connect battery power to the M8 terminal and ground the M10 terminal momentarily: The front passenger's door lock actuator should unlock.	• Faulty front passenger's door lock actuator • An open in the wire
M10	BLU			
E1 (4-door)	YEL	Under all conditions	Connect battery power to the E1 terminal and ground the E21 terminal momentarily: The right rear door lock actuator should unlock.	• Faulty right rear door lock actuator • An open in the wire
E21 (4-door)	BLU			
E14 (4-door)	YEL	Under all conditions	Connect battery power to the E14 terminal and ground the E31 terminal momentarily: The left rear door lock actuator should unlock.	• Faulty left rear door lock actuator • An open in the wire
E31 (4-door)	BLU			

6. Reconnect the connectors to the under-dash fuse/relay box, and make these input tests at the connectors.
   - If any test indicates a problem, find and correct the cause, then recheck the system.
   - If all the input tests prove OK, the MICU must be faulty; replace the under-dash fuse/relay box.

MICU INPUT TEST (CONNECTORS RECONNECTED)

Cavity	Wire	Test condition	Test: Desired	Possible cause if result is not obtained

			result	
E6	BLK	Under all conditions	Check for voltage to ground: There should be less than 0.5 V.	• Poor ground (G602) • An open in the wire
E33	BLK	Under all conditions	Check for voltage to ground: There should be less than 0.5 V.	• Poor ground (G601) • An open in the wire
F20	BLK	Under all conditions	Check for voltage to ground: There should be less than 0.5 V.	• Poor ground (G401) • An open in the wire
T34	BLK	Under all conditions	Check for voltage to ground: There should be less than 0.5 V.	• Poor ground (G501) • An open in the wire
		Right rear door open	Check for voltage to ground: There should be less than 1	• Faulty right rear door switch • An open in the wire

			V.	
E2 (4-door)	GRY	Right rear door closed	Check for voltage to ground: There should be 5 V or more.	• Faulty right rear door switch • Short to ground in the wire
E3	LTGRN	Front passenger's door open	Check for voltage to ground: There should be less than 1 V.	• Faulty front passenger's door switch • An open in the wire
		Front passenger's door closed	Check for voltage to ground: There should be 5 V or more.	• Faulty front passenger's door switch • Short to ground in the wire
E17 (4-door)	BRN	Left rear door open	Check for voltage to ground: There should be less than 1 V.	• Faulty left rear door switch • An open in the wire
		Left rear door closed	Check for voltage to ground: There should be 5 V or more.	• Faulty left rear door switch • Short to ground in the wire
			Check for voltage to	• Poor ground

E36	BLU	Trunk lid open	ground: There should be less than 1 V.	(G701) • Faulty trunk lid latch switch • An open in the wire
		Trunk lid closed	Check for voltage to ground: There should be 5 V or more.	• Faulty trunk lid latch switch • Short to ground in the wire
E37	GRN	Driver's door open	Check for voltage to ground: There should be less than 1 V.	• Faulty driver's door switch • An open in the wire
		Driver's door closed	Check for voltage to ground: There should be 5 V or more.	• Faulty driver's door switch • Short to ground in the wire
F27	GRN	Transmission range switch in P	Check for voltage to ground: There should be less than 1 V.	• Poor ground (G101) • Faulty transmission range switch • An open in the wire
		Transmission range	Check for voltage to ground:	• Faulty transmission

		switch in any other position than P	There should be 5 V or more.	range switch • Short to ground in the wire
G13	LT BLU	Hood open	Check for voltage to ground: There should be less than 1 V.	• Poor ground (G401) • Faulty hood switch • An open in the wire
		Hood closed	Check for voltage to ground: There should be 5 V or more.	• Faulty hood switch • Short to around in the wire
Q4	GRN	Under all conditions	Check for voltage to ground: There should be battery voltage.	A short in the wire
R6	PNK	Ignition key inserted into the ignition switch	Check for voltage to ground: There should be less than 1 V.	• Poor ground (G504) • Faulty ignition key switch • An open in the wire
		Ignition switch OFF and ignition key removed from the ignition switch	Check for voltage to ground: There should be 5	• Faulty ignition key switch • Short to ground

			V or more.	in the wire
T7	GRN	Trunk key cylinder switch unlocked	Check for voltage to ground: There should be less than 1 V.	• Poor ground (G701) • Faulty trunk key cylinder switch • An open in the wire
		Trunk key cylinder switch neutral	Check for voltage to ground: There should be 5 V or more.	• Faulty trunk key cylinder switch • Short to ground in the wire
T22	LT BLU	Front passenger's door lock knob switch unlocked	Check for voltage to ground: There should be less than 1 V.	• Poor ground (G504) • Faulty front passenger's door lock knob switch • An open in the wire
		Front passenger's door lock knob switch locked	Check for voltage to ground: There should be 5 V or more.	• Faulty front passenger's door lock knob switch • Short to ground in the wire
		Driver's door lock knob switch unlocked	Check for voltage to ground: There should be less than 1	• Poor ground (4-door: G501,2-door: G401) • Faulty driver's door lock knob switch

			V.	• An open in the wire
T23	WHT	Driver's door lock knob switch locked	Check for voltage to ground: There should be 5 V or more.	• Faulty driver's door lock knob switch • Short to ground in the wire
T24	LTGRN	Driver's door lock knob switch locked	Check for voltage to ground: There should be 5 V or more.	• Faulty driver's door lock knob switch • Short to around in the wire
		Driver's door lock knob switch unlocked	Check for voltage to ground: There should be less than 1 V.	• Poor ground (4-door: G501,2-door: G401) • Faulty driver's door lock knob switch • An open in the wire
T25 (4-door)	GRY	Right rear door lock knob switch unlocked	Check for voltage to ground: There should be less than 1 V.	• Poor ground (G602) • Faulty right rear door lock knob switch • An open in the wire
		Right rear door lock knob switch locked	Check for voltage to ground: There	• Faulty right rear door lock knob switch • Short to ground

			should be 5 V or more.	in the wire
T26 (4-door)	PNK	Left rear door lock knob switch unlocked	Check for voltage to ground: There should be less than 1 V.	• Poor ground (G602) • Faulty left rear door lock knob switch • An open in the wire
		Left rear door lock knob switch locked	Check for voltage to ground: There should be 5 V or more.	• Faulty left rear door lock knob switch • Short to ground in the wire
T27	GRY	Driver door lock switch unlocked	Check for voltage to ground: There should be less than 1 V.	• Poor ground (G503) • Faulty driver door lock switch • An open in the wire
		Driver door lock switch in neutral	Check for voltage to ground: There should be 5 V or more.	• Faulty driver door lock switch • Short to ground in the wire
		Driver door lock switch locked	Check for voltage to ground: There should be less than 1	• Poor ground (G503) • Faulty driver door lock switch • An open in the

			V.	wire
T28	GRN	Driver door lock switch in neutral	Check for voltage to ground: There should be 5 V or more.	• Faulty driver door lock switch • Short to ground in the wire
T29	PUR	Front passenger's door lock switch unlocked	Check for voltage to ground: There should be less than 1 V.	• Poor ground (G504) • Faulty front passenger's door lock switch • An open in the wire
		Front passenger's door lock switch in neutral	Check for voltage to ground: There should be 5 V or more.	• Faulty front passenger's door lock switch • Short to ground in the wire
T30	YEL	Front passenger's door lock switch locked	Check for voltage to ground: There should be less than 1 V.	• Poor ground (G504) • Faulty front passenger's door lock switch • An open in the wire
		Front passenger's door lock switch in neutral	Check for voltage to ground: There should be 5 V or more.	• Faulty front passenger's door lock switch • Short to ground in the wire

T31	BRN	Driver door key cylinder switch unlocked	Check for voltage to ground: There should be less than 1 V.	• Poor ground (G501) • Faulty driver door key cylinder switch • An open in the wire
		Driver door key cylinder switch in neutral	Check for voltage to ground: There should be 5 V or more.	• Faulty driver door key cylinder switch • Short to ground in the wire
T32	ORN	Driver door key cylinder switch locked	Check for voltage to ground: There should be less than 1 V.	• Poor ground (G501) • Faulty driver door key cylinder switch • An open in the wire
		Driver door key cylinder switch in neutral	Check for voltage to ground: There should be 5 V or more.	• Faulty driver door key cylinder switch • Short to ground in the wire

DOOR LOCK ACTUATOR TEST

DRIVER'S DOOR AND LEFT REAR DOOR

1. Remove the door panel.
   - 2-door (see **DOOR PANEL REMOVAL/INSTALLATION**).
   - 4-door (see **FRONT DOOR PANEL REMOVAL/INSTALLATION**).

2. Disconnect the 10P connector (A) from the actuator (B).

NOTE: Driver's door shown.

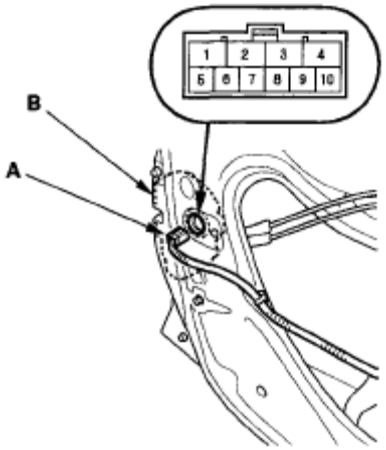


Fig. 23: Disconnecting 10P Connector From Actuator

3. Check actuator operation by connecting power and ground according to **Fig. 24** . To prevent damage to the actuator, apply battery voltage only momentarily.

Terminal / Position	1	2
LOCK	⊕	⊖
UNLOCK	⊖	⊕

Fig. 24: Checking Actuator Operation Connecting Power And Ground Chart

4. If the actuator does not operate as specified, replace it.

FRONT PASSENGER'S DOOR AND RIGHT REAR DOOR

1. Remove the door panel.
   - 2-door (see **DOOR PANEL REMOVAL/INSTALLATION**).
   - 4-door (see **FRONT DOOR PANEL REMOVAL/INSTALLATION**).
2. Disconnect the 10P connector (A) from the actuator (B).

NOTE: Front passenger's door shown.

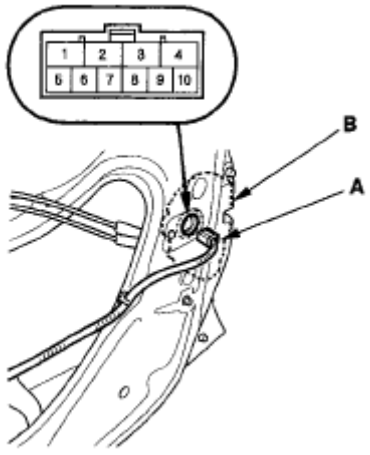


Fig. 25: Disconnecting 10P Connector From Actuator

3. Check actuator operation by connecting power and ground according to **Fig. 26** . To prevent damage to the actuator, apply battery voltage only momentarily.

Terminal / Position	3	4
LOCK	⊕	⊖
UNLOCK	⊖	⊕

Fig. 26: Checking Actuator Operation By Connecting Power And Ground Chart

4. If the actuator does not operate as specified, replace it.

DOOR LOCK KNOB SWITCH TEST

DRIVER'S DOOR

1. Remove the driver's door panel.
   - 2-door (see **DOOR PANEL REMOVAL/INSTALLATION**).
   - 4-door (see **FRONT DOOR PANEL REMOVAL/INSTALLATION**).
2. Disconnect the 10P connector (A) from the actuator (B).

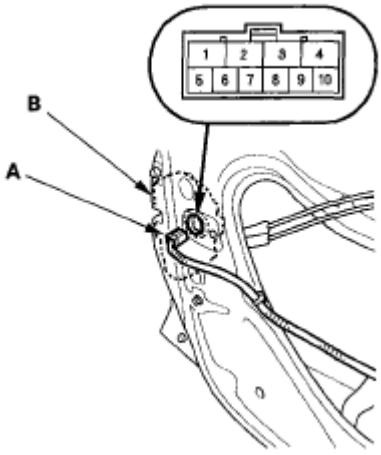


Fig. 27: Disconnecting 10P Connector From Actuator

3. Check for continuity between the terminals.
   - There should be continuity between the No. 6 and No. 5 terminals when the door lock knob switch is in the LOCK position and no continuity when the switch is in the UNLOCK position.
   - There should be continuity between the No. 7 and No. 5 terminals when the door lock knob switch is in the UNLOCK position and no continuity when the switch is in the LOCK position.
4. If the continuity is not as specified, replace the door lock actuator.

PASSENGER'S DOOR

1. Remove the passenger's door panel.
   - 2-door (see **DOOR PANEL REMOVAL/INSTALLATION**).
   - 4-door (see **FRONT DOOR PANEL REMOVAL/INSTALLATION**).
2. Disconnect the 10P connector (A) from the actuator (B).

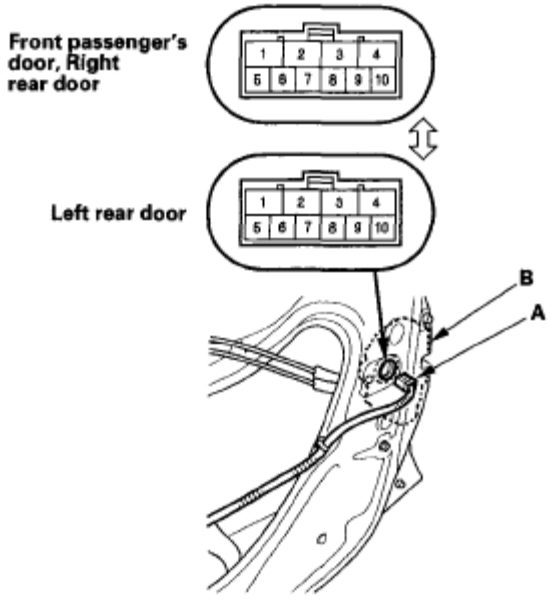


Fig. 28: Disconnecting 10P Connector From Actuator

3. Check for continuity between the terminals.

   There should be continuity between the No. 8 [No. 7] and No. 10 [No. 5] terminals when the door lock knob switch in the UNLOCK position and no continuity when the switch is in the LOCK position.

   [ ] : Left rear door

4. If the continuity is not specified, replace the door lock actuator.

DOOR LOCK SWITCH TEST

DRIVER'S DOOR (4-DOOR)

1. Remove the power window master switch and disconnect its connector (see **MASTER SWITCH TEST/REPLACEMENT**).

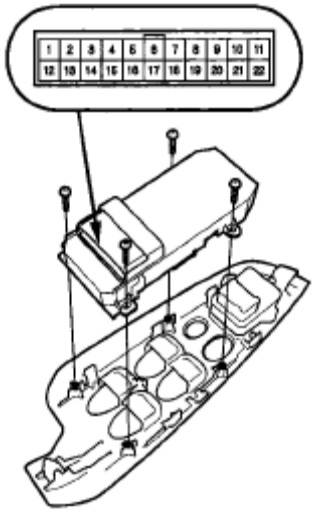


Fig. 29: Removing Power Window Master Switch (4-Door)

2. Check for continuity between the power window master switch 22P connector terminals.
   - There should be continuity between the No. 11 and No. 17 terminals when the door lock switch is in the LOCK position. (With security)
   - There should be no continuity between the No. 11 and No. 17 terminals when the door lock switch is in the UNLOCK position. (With security)
   - There should be continuity between the No. 11 and No. 19 terminals when the door lock switch is in the UNLOCK position.
   - There should be no continuity between the No. 11 and No. 19 terminals when the door lock switch is in the LOCK position.
3. If the continuity is not as specified, replace the power window master switch.

DRIVER'S DOOR (2-DOOR)

1. Remove the power window master switch and disconnect its connector (see **2-DOOR**).

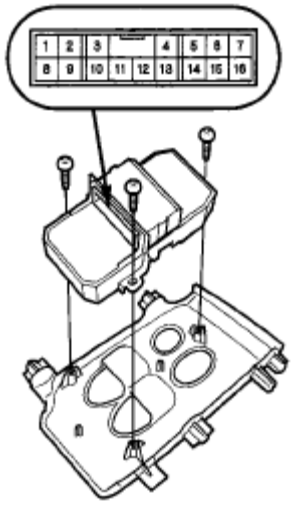


Fig. 30: Removing Power Window Master Switch (2-Door)

2. Check for continuity between the power window master switch 16P connector terminals.
   - There should be continuity between the No. 5 and No. 7 terminals when the door lock switch is in the LOCK position. (With security)
   - There should be no continuity between the No. 5 and No. 7 terminals when the door lock switch is in the UNLOCK position. (With security)
   - There should be continuity between the No. 6 and No. 7 terminals when the door lock switch is in the UNLOCK position.
   - There should be no continuity between the No. 6 and No. 7 terminals when the door lock switch is in the LOCK position.
3. If the continuity is not as specified, replace the power window master switch.

FRONT PASSENGER'S DOOR

1. 4-door: Remove the front passenger's window switch (see **PASSENGER'S POWER WINDOW SWITCH TEST/REPLACEMENT**).

   2-door: Remove the passenger's power window switch (see **DOOR PANEL REMOVAL/INSTALLATION**).

   NOTE: Shown is 4-door front passenger's door.

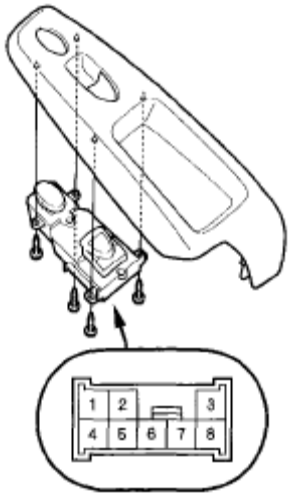


Fig. 31: Identifying Front Passenger's Door (4-Door)

2. Check for continuity between the front passenger's power window switch 8P connector terminals.
   - There should be continuity between the No. 1 and No. 2 terminals when the door lock switch is in the LOCK position.
   - There should be no continuity between the No. 1 and No. 2 terminals when the door lock switch is in the UNLOCK position.
   - There should be continuity between the No. 2 and No. 6 terminals when the door lock switch is in the UNLOCK position.
   - There should be no continuity between the No. 2 and No. 6 terminals when the door lock switch is in the LOCK position.
3. If the continuity is not as specified, replace the front passenger's window switch.

DOOR KEY CYLINDER SWITCH TEST

1. Remove the driver's door panel.
   - 2-door (see **DOOR PANEL REMOVAL/INSTALLATION**).
   - 4-door (see **FRONT DOOR PANEL REMOVAL/INSTALLATION**).
2. Disconnect the 10P connector (A) from the key cylinder switch (B).

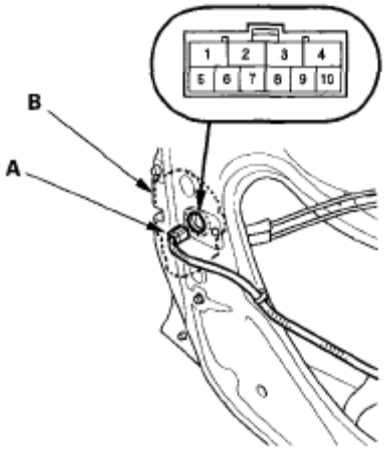


Fig. 32: Disconnecting 10P Connector From Key Cylinder Switch

3. Check for continuity between the terminals.
   - There should be continuity between the No. 9 and No. 5 terminals when the door key cylinder switch is in LOCK position. (With security)
   - There should be no continuity between the No. 9 and No. 5 terminals when the door key cylinder switch is in the neutral or UNLOCK position. (With security)
   - There should be continuity between the No. 8 and No. 5 terminals when the door key cylinder switch is in UNLOCK position.
   - There should be no continuity between the No. 8 and No. 5 terminals when the door key cylinder switch is in the neutral or LOCK position.
4. If the continuity is not as specified, replace the door key cylinder assembly (see **FRONT DOOR OUTER HANDLE REPLACEMENT**).

TRUNK RELEASE ACTUATOR TEST

1. Open the trunk lid.
2. Disconnect the 3P connector from the trunk lid latch switch/trunk release actuator.

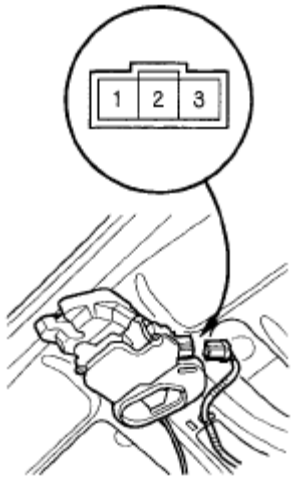


Fig. 33: Disconnecting 3P Connector From Trunk Lid Latch Switch/Trunk Release Actuator

3. Check actuator operation by connecting power to the No. 1 terminal and ground to the No. 2 terminal momentarily. The actuator should work.
4. If the actuator does not work, replace the trunk lid latch switch/release actuator assembly (see **TRUNK LID LATCH REPLACEMENT**).

TRUNK KEY CYLINDER SWITCH TEST

1. Open the trunk lid.
2. Disconnect the 3P connector (A) from the trunk key cylinder switch (B).

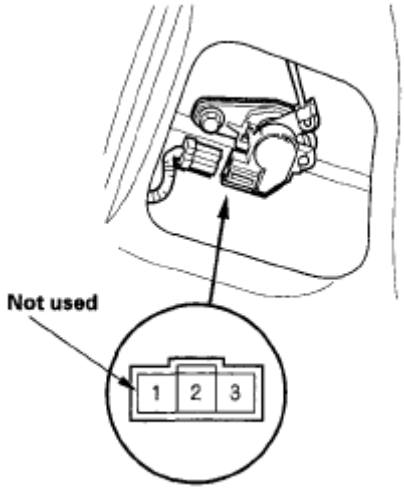


Fig. 34: Disconnecting 3P Connector From Trunk Key Cylinder Switch

3. Check for continuity between the terminals.
   - There should be no continuity between the No. 2 and No. 3 terminals when the trunk key cylinder switch is in the neutral position.
   - There should be continuity between the No. 2 and No. 3 terminals when the trunk key cylinder switch is in the UNLOCK position.
4. If the continuity is not as specified, replace the trunk key cylinder switch.
   - 4-door (see **TRUNK LID LOCK CYLINDER REPLACEMENT**)
   - 2-door (see **TRUNK LID LOCK CYLINDER REPLACEMENT**)

HOOD SWITCH TEST

1. Open the hood.
2. Disconnect the 2P connector from the hood switch.

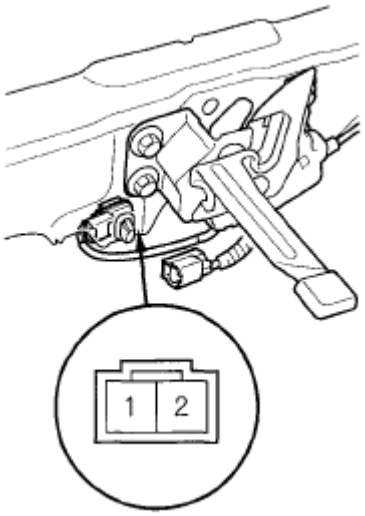


Fig. 35: Disconnecting 2P Connector From Hood Switch

3. Check for continuity between the terminals.
   - There should be continuity between the No. 1 and No. 2 terminals when the hood is opened (latch released).
   - There should be no continuity between the No. 1 and No. 2 terminals when the hood is closed (latch pushed down).
4. If the continuity is not as specified, replace the hood latch assembly (see **HOOD LATCH REPLACEMENT**).

TRANSMITTER TEST/REPLACEMENT

NOTE:

- **If the doors unlock or lock with the transmitter, but the LED on the transmitter does not come on, the LED is faulty; replace the transmitter.**
- **If any door is open, you cannot lock the doors with the transmitter.**
- **If you unlocked the doors with the transmitter, but do not open any of the doors within 30 seconds, the doors relock automatically.**
- **The doors do not lock or unlock with the transmitter if the ignition key is inserted in the ignition switch.**

WITH HDS

1. Press the lock or unlock button five or six times to reset the transmitter.
   - If the locks work, the transmitter is OK.
   - If any of the transmitter buttons does not work, replace the transmitter, then do the transmitter programming register (see **IMMOBILIZER KEY REGISTRATION**).
   - If the locks don't work, go to step 2.
2. Connect the HDS to the data link connector.
3. Select the KEYLESS from the BODY ELECTRICAL menu, then enter the KEYLESS CHECK.
4. Press lock, unlock, trunk, or panic button and check the responce on the screen of the HDS.

NOTE: The door lock actuators may or may not cycle when receiving input from the transmitter.

- If KEYLESS ENTRY TRANSMITTER CODE IS RECEIVED is indicated, the transmitter is OK.
- If DIFFERENT KEYLESS ENTRY TRANSMITTER CODE IS RECEIVED is indicated, the transmitter is not registered to the vehicle, if

necessary, reprogram and register the transmitter (see **IMMOBILIZER KEY REGISTRATION**).

- If KEYLESS ENTRY TRANSMITTER CODE IS NOT RECEIVED is indicated, go to step 5.

5. Open the transmitter and check for water damage.
   - If you find any water damage, replace the transmitter, then reprogram and register the transmitter (see **IMMOBILIZER KEY REGISTRATION**).
   - If there is no water damage, go to step 6.

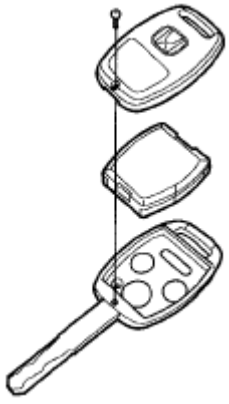


Fig. 36: Checking Transmitter For Water Damage

6. Replace the transmitter battery (A) with a new one, and press lock or unlock button and check the receive condition on the screen of the HDS.
   - If KEYLESS ENTRY TRANSMITTER CODE IS RECEIVED is indicated, the transmitter is OK.
   - If KEYLESS ENTRY TRANSMITTER CODE IS NOT RECEIVED is indicated, go to step 7.

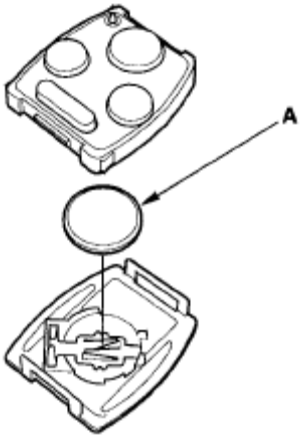


Fig. 37: Replacing Transmitter Battery

7. Use a different known-good keyless transmitter assembly and repeat steps 3 and 4.

NOTE: The keyless transmitter does not need to be programmed to the vehicle for this test.

- If (DIFFERENT) KEYLESS ENTRY TRANSMITTER CODE IS RECEIVED is indicated, replace the keyless transmitter and do the immobilizer system registration (see **IMMOBILIZER KEY REGISTRATION**).
- If KEYLESS ENTRY TRANSMITTER CODE IS NOT RECEIVED is indicated, the immobilizer-keyless control unit is faulty, replace it and do the immobilizer system registration (see **IMMOBILIZER KEY REGISTRATION**).

NOTE: As the keyless transmitter is combined with the immobilizer transponder, so when the transponder is registered by the HDS, the keyless transmitter programming is completed automatically.

WITHOUT HDS

1. Start the engine.
   - If the engine does not start, go to the immobilizer system troubleshooting

(see **SYMPTOM TROUBLESHOOTING**).

- If the engine starts, go to step 2.

2. Press the lock or unlock button five or six times to reset the transmitter.
   - If the locks work, the transmitter is OK.
   - If the locks don't work, go to step 3.
3. Open the transmitter and check for water damage.
   - If you find any water damage, replace the transmitter.
   - If there is no water damage, go to step 4.

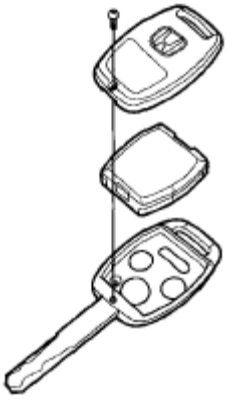


Fig. 38: Checking Transmitter For Water Damage

4. Replace the transmitter battery (A) with a new one, and try to lock and unlock the doors with the transmitter by pressing the lock or unlock button five or six times.
   - If the doors lock and unlock, the transmitter is OK.
   - If the doors don't lock and unlock, go to step 5.

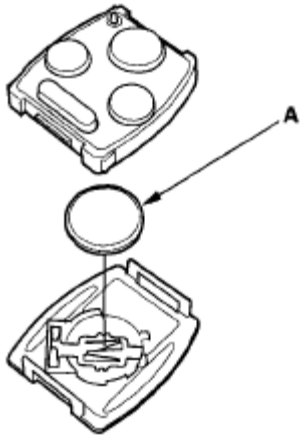


Fig. 39: Replacing Transmitter Battery

5. Reprogram and register the transmitter (see **IMMOBILIZER KEY REGISTRATION**), then try to lock and unlock the doors.
   - If the doors lock and unlock, the transmitter is OK.
   - If the doors don't lock and unlock, substitute a known-good transmitter and recheck (see **IMMOBILIZER KEY REGISTRATION**). If still not operating, replace the immobilizer-keyless control unit.